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REFERENCE:



ATTACHMENT TO L-2621
30 JANUARY 1967
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PROBABLE SUPPLY ROUTE
PANHANDLE AREA, LAOS

1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS EVIDENCE OF THE REACTIVATION OF AN OVERLAND AND WATER-BORNE SUPPLY ROUTE IN THE PANHANDLE AREA OF LAOS. THE SUPPLY ROUTE APPARENTLY UTILIZES ROUTE 924 (A BY-PASS OF ROUTE 92) TO ITS TERMINATION AT THE SE KONG (RIVER) WHERE SUPPLIES ARE PROBABLY TRANSLOADED TO RIVER CRAFT AND CARRIED DOWN THE SE KONG AS FAR AS THE WESTERN TERMINUS OF ROUTE 964, A ROAD WHICH EXTENDS GENERALLY WESTWARD TO ROUTE 96, A PRIMARY LINK IN THE LAOTIAN INFILTRATION NETWORK.

2. BACKGROUND:

PHOTOGRAPHY OF MAY 1965 FIRST REVEALED AN AREA OF SUSPECT INFILTRATION ACTIVITY ON THE SE KONG (SEE NPIC BRIEFING BOARD K-0386). FIVE CHanneled RAPIDS AND SEVEN ACTIVE PORTAGE AREAS WERE OBSERVED BETWEEN 1550N 10646E AND 1530N 10648E. AT LEAST ONE HUNDRED AND FIFTY-FIVE CANOES WERE NOTED WITHIN THE AREA OBSERVED ON PHOTOGRAPHY. AT THIS TIME ROUTE 92 (RATHER THAN ROUTE 924) WAS BEING UTILIZED AS THE NORTHERN SEGMENT OF THE SUPPLY ROUTE.

3. MISSION READOUT:



REVEALS THE FOLLOWING

INFORMATION ABOUT THE PROBABLE SUPPLY ROUTE:

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ROUTE 924 IS OBSERVED INTERMITTENTLY BETWEEN 1554N 10644E (UTM XC861598) AND THE SE KONG (RIVER) AT 1550N 10645E (UTM XC888512). THE ROAD IS SERVICEABLE AND IN USE OVER THIS ENTIRE DISTANCE WITH THE EXCEPTION OF A LANDSLIDE AREA AT 1550N 10645E (UTM XC887523). A GOOD TRAIL IS OBSERVED THROUGH THE LANDSLIDE AREA AND THE LANDSLIDES ARE BEING CLEARED TO ACCOMMODATE VEHICULAR TRAFFIC.

APPROXIMATELY TWO-THIRDS OF THE SE KONG BETWEEN BAN BAC AT 1550N 10646E AND THE WESTERN TERMINUS OF ROUTE 964 AT 1530N 10648E IS OBSERVED. ALTHOUGH NO RIVER CRAFT ARE OBSERVED, THIS SEGMENT OF THE RIVER IS NAVIGABLE.

RECENT VEHICLE TRACKS INDICATE THAT ROUTE 964 IS SERVICEABLE AND IN USE FROM 1529N 10648E (UTM XC945138) TO THE END OF PHOTOGRAPHIC COVERAGE AT 1528N 10650E (UTM XC966112). AT ITS WESTERMOST POINT, ROUTE 964 TERMINATES IN THREE SHORT SERVICE ROADS LEADING TO A PROBABLE STAGING AREA AT 1529N 10648E (UTM XC945138), AND SEVERAL WELL-USED TRAILS EXTEND FROM THIS POINT TO THE SE KONG AT 1530N 10648E (UTM XC934148). A PROBABLE SUPPORT AREA CONSISTS OF TWO BUILDINGS IN AN ABANDONED VILLAGE AT 1530N 10648E (UTM XC935151); THE BUILDINGS ARE IN GOOD REPAIR AND A TRAIL LEADING TO THEM WOULD INDICATE THAT THEY ARE IN USE.

ROUTES 92 AND 923 BETWEEN 1550N 10645E (UTM XC891512) AND

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1550N 10647E (UTM XC921521) APPEAR TO BE SERVICEABLE WITH A POSSIBILITY OF LIMITED USE. ROUTE 92 NORTH OF THE SE KONG REMAINS GENERALLY SERVICEABLE BUT NOT IN USE. THE LANDSLIDE AREA AT 1551N 10646E (UTM XC903536) IS BEING REMOVED, PROBABLY TO OPEN THIS SEGMENT TO THROUGH VEHICULAR TRAFFIC. ROUTE 96 IS SERVICEABLE FROM 1549N 10649E (UTM XC953505) SOUTH TO 1545N 10650E (UTM XC968421); HOWEVER, THERE IS NO EVIDENCE OF THROUGH VEHICULAR TRAFFIC.

THE NAVIGABILITY OF THE SE KONG (RIVER) AND THE ACTIVATION OF ROUTES 924 AND 964 INDICATE THE USE OF THIS WATER-BORNE SUPPLY ROUTE TO BY-PASS AND/OR SUPPLEMENT THE CORRESPONDING SEGMENT OF ROUTE 96.

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ALL UTM COORDINATES ARE TAKEN FROM AMS SERIES L7012, SHEETS 6357 I, II AND 6358 I, II, AND IV.

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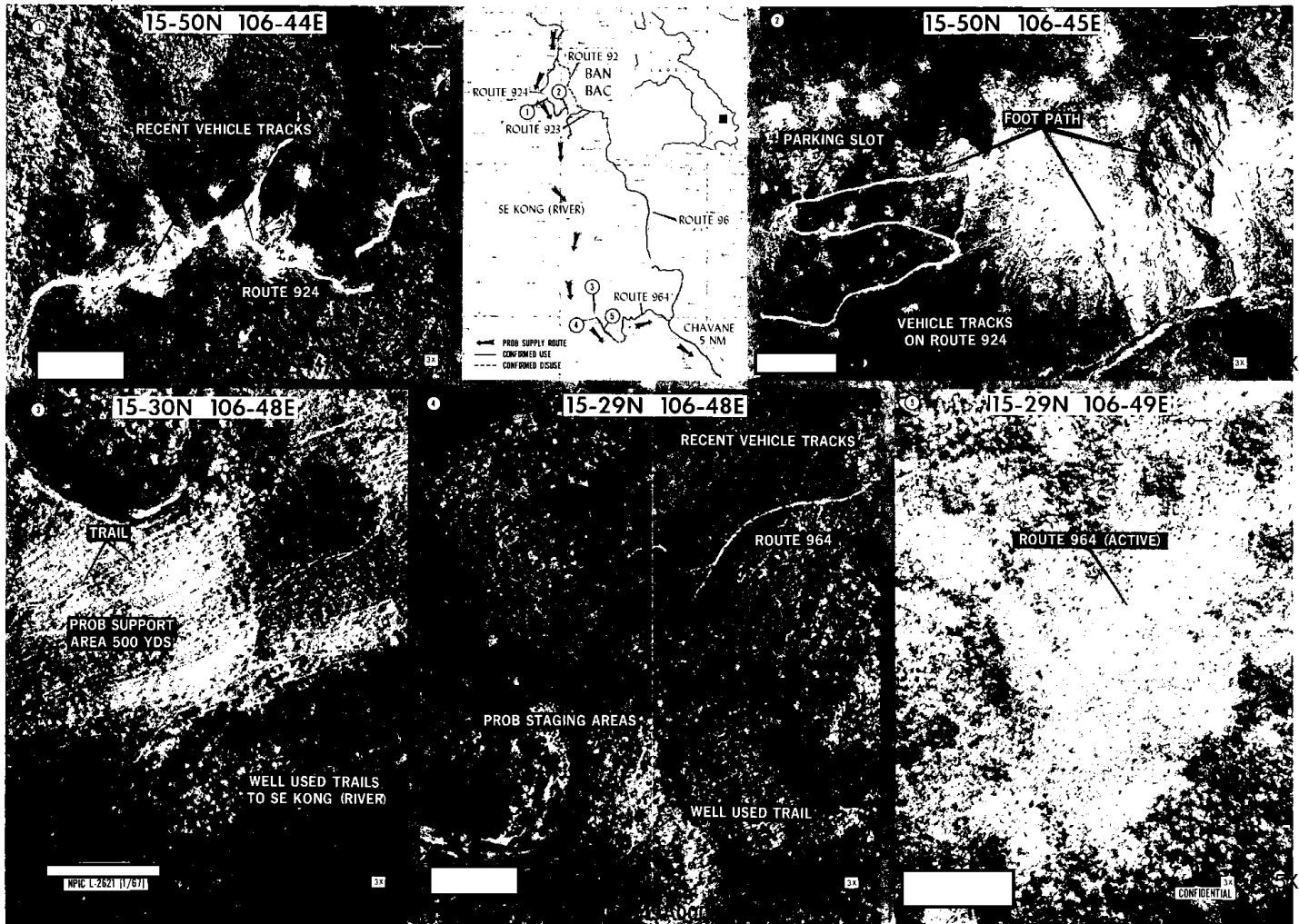
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